

**AMENDMENTS TO THE SPECIFICATION**

[0044] As a rule, the inventive device dispenses with the pressure buildup at the rear axle and converts the required yaw moment caused by the pressure difference ~~alone by means of a pressure shear~~ at the front axle. Thereby, the pressure becomes active by means of a pure changeover block valve control (ETR control) up to the blocking pressure level. The essential characteristic of an ETR control is that the braking pressure is set by way of a gradual control of the pump 8, 14 in the braking circuit. Consequently, the braking pressure requirement is set to  $P_{Soll}$  in the wheel brake 33 of the right front axle in accordance with the selection of the drive 14. Thus, the inlet valve 7 at the front axle always is open, which enables a braking operation in the front axle, even when the indicator switch and the pressure sensor 11 are defective. During this operation, the inlet valve 44 at the wheel brake 30 of the rear axle is closed. The setpoint pressures  $P_{Soll}$  at the front axle are calculated from the braking force requirements  $F_a$  of a secondary control circuit 56, which determines a vehicle deceleration  $a_{Soll}$  as a function of the control deviation  $\Delta\psi$  and the vehicle speed  $v$ , as well as an offset  $F_{\Delta\psi}$  that is drawn off from the cornered outside front wheel (Figure 3).